[Shri Gurudas Das Gupta]

has any mind to clear at least these two important Bills which we have been repeatedly referring to help land distribution in West Bengal and secondly the Trade Union Bill? Can he tell us anything concrete or he has to refer it to the Sarkaria Commission?

SHRI S. B. CHAVAN: I do not think the hon. Members have understood me correctly. So far as the reference to the Sarkaria Commission is concerned, it is on matters of Centre-State relations and the broad policies which are being followed under the present provisions of the Constitution. As far as the two particular Bills which the hon. Member has referred to are concerned, I won't be able to give the details because they are with the administrative Ministry and I won't be able to give all the details. If the debate had been confined to one or two matters, then certainly I would have brought all the details about the particular legislations and told him as to why the administrative Ministry considers that giving assent will not be correct.

SHRI GURUDAS DAS GUPTA: Will you do it expeditiously?

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): Let us finish it. Now, we are going to take up the Lighthouse (Amendment) Bill, 1985. The hon. Minister, Shri Bansi Lal, will move the motion for consideration of the Lighthouse (Amendment) Bill, 1985, as passed by the Lok Sabha.

THE LIGHTHOUSE (AMENDMENT) BILL, 1985

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): Madam, I rise to move that the Bill further to amend the Lighthouse Act, 1927, as passed by the Lok Sabha, be taken into consideration.

It has been the policy that the lighthouse service should be self-supporting and the cost of providing and maintaining 'general' lighthouses should be met out of light dues levied on ships. Light dues are accordingly collected under the provisions of the Lighthouse Act from ships entering or departing from the ports in India. The persent rates of Light dues are as under: All sea-going ships other than sailing vessels Rs. 1.50 per tonne; sailing vessels—Rs. 0.06 paise per tonne.

Sub-section (1) of section (10), as amended by Act No. 37 of 1976 empowers the Central Government to prescribe rates not exceeding Rs. 1.50 per tonne at which hight dues shall by payable. The rates of light dues were accordingly enhanced to the above ceiling level with effect from 24-8-1978 and the present annual revenue from light dues is of the order of Rs. 7.00 crores. However, due to allround inerease in the cost of maintenance operation and establishment of increased navigational aids all along the country's coastline including the far—flung areas of Lakshadweep and Andaman and Nicobar Islands, the financial position of the Department of Lighthouses has become acute. It is, therefore, proposed to amend section 10(1) of the Act so that the Central Government may be enabled by notification in the official Gazette to prescribe such rates as are necessary to provide for the purposes mentioned in section (9) at which light dues shall be payable. The proposed amendment also provides for every such notification issued by the Central Government to be laid before each House of Parliament and if both Houses agree in making any modification in the notification, the said notification shall have effect only in such modified form.

It is also proposed to insert a new section 8A in the Act to ensure that no obstruction is caused in the smooth and uninterrupted functioning of lighthouses by way of growing of tall trees, construction of buildings etc. on the sea-ward side of lighthouses, as some difficulties have been experienced in recent times.

For the purpose of levy of linght dues, a ship's tonnage is, according to section 12(1) of the Act, being reckoned as under the Merchant Shipping Act, 1958, viz. N.R.T. (Net registered tonnage). Hence, no light dues can be levied on the additional cargo carried on the deck or in the containers

carried on the deck. In view of the increasing trend in the containerisation of cargo service and carriage of containers as deck cargo, it has become necessary to make suitable provision in the Act to plug the loss of revenue due to non-realisation of lightdues in respect of such cargo. It is, therefore, proposed to make necessary amendment to section 12(1) of the Act.

Madam, the remaining amendments proposed to the Act are only of procedural nature and seek to bring the provisions of the Act in line with the existing designations of the officers of the Department of Lighthouses.

With these words, I move that the Bill, as passed by the Lok Sabha, be taken into consideration.

The question was proposed.

*SHRI DEBENDRA NATH BARMAN (West Bengal): Hon. Madam Vice-Chairman, I shall speak in Bengali. The Hon. Minister has moved this Lighthouse (Amendment) Bill, 1985, to rectify certain contradictions in the Principal Act. I would like to know from the Hon. Minister as to why he has taken about ten years to bring this amending Bill. Should I think that the Government was sleeping over these amendments?

It has been mentioned in the Bill that the Government is earning less revenue on account of light-dues. I feel that the Government is responsible for this less revenue earning. Had they taken timely steps, they would have made good the loss.

It has been mentioned in the Bill that the Advisory Committee has been experiencing certain difficulties in its functioning. The Bill seeks to remove those difficulties. But in reality we find that the bureaucracy is being invested with all the powers. I suggest that the Advisory Committee should consist of ten members. Fifty per cent members of this Committee should be non-officials who must have experience in the functioning of a lighthouse. There should not be more than three vacancies in the Committee.

*English translation of the original Speech delivered in Bengali.

o New Section 8A provides for punishments for the offenders of the law. It has been provided for in the said Section that the offenders of the law shall be punishable with imprisonment for a maximum period of six months or with fine up to the limit of one thousand rupees. I suggest that the period of imprisonment should be increased to one year and the amount of fine should be increased from one thousand rupees to five thousand rupees.

In our country, the workers in Lighthouses do their duties in perilous conditions. They are compelled to lead a lonely life. They also face natural calamities. So, the Government should pay special bonus to these workers.

The additional revenue that will come through enhanced rates of lighthouse-dues should be utilised for modernising the equipments in lighthouses. With the modernisation of equipments, the lighthouses will function more efficiently.

I hope, the Hon. Minister will accept my suggestions. Thank you.

श्री महेन्द्र मोहन मिश्र (बिहार) : जो यह संशोधित विधेयक आया है मैं इसका समर्थन करता हूं । यह बहुत छोटा सा विधेयक है और 1927 में यह एक्ट बना था कि कैसे हमारे जहाजों के आवागमन के ऊपर नियन्त्रण हो । जैसा कि हमारे मंत्री जी ने अपने व्यान में कहा कि जो अभी हमारे लाइट हाउसेज हैं उनके संचालन में, कास्ट आफ एस्टेबलिशमेंट बहुत बढ़ रहा है । लाइट हाउसेज की व्यवस्था में जो खर्च पड़ते हैं वह बहुत बढ़ गये हैं । इसमें कोई दो राय नहीं हैं कि लाइट हाउसेज सुरक्षा के लिए हैं, हमारे जहाजों की सुरक्षा के लिए हैं और यह लाइट हाउसेज जहाजों के आवागमन में एक बहुत बड़ी भूमिका अदा कर रहे हैं । जहाजों की मार्फत देश-विदेश से लोग आते-जाते हैं, सामान का आवागमन होता है । जैसा मंत्री जी ने अभी बताया कि जो टेरिफ है वही बहुत वर्षों से चल रहा है और उसके कारण एस्टेबलिशमेंट के लिए काफी

[श्री महेन्द्र मोहन मिश्र]

मुश्किल हो रही है । यह चाहते हैं कि जो हमारा पुराना रेट था जैसा कहा गया कि जो जहाज आते हैं उनके सेलिंग बेसल को छोड़ कर एक रुपया 50 पैसे पर टन मिलता है और जो जाते हैं तो 6 पैसे मिलते हैं । अभी जो हमारा खर्चा है उस खर्चे को बढ़ाने के लिए एक विधेयक लाए हैं । मैं समझता हूं यह वाद-विवाद का प्रश्न नहीं उठता । जैसा कि हमारे अन्य मित्र ने कहा कि पिछली बार जब मैं बम्बई से गोआ जा रहा था तो उस वक्त लाइट हाउस के बारे में, वहां पर जो हमारे कर्मचारी थे उन्होंने अपनी असुविधाओं पर काफी प्रकाश डाला । मैं चाहता हूं कि मंत्री महोदय उनके वेजेज बढ़ायें, रेट्स उनके बढ़ायें । इसमें कोई शक नहीं है कि जो हमारे कर्मचारी हैं, पदाधिकारी हैं जो उन लाइट हाउसेज के नियन्त्रण में लगे हुए हैं उनके लिए कम से कम जो सुविधाएं मिलनी चाहिए वह तो उपलब्ध कराई जाएं । 25–25 दिन तक वह अपने परिवार से दूर रहते हैं । उनके लिए वहां पर फ्री राशन या सबसिडी रेट्स पर, उनको देने की व्यवस्था करें ताकि वे अपने को महसूस करें कि वे भी देश की रक्षा में लगे हुए हैं ।

दूसरी बात मैं यह कहना चाहता हूं कि जैसा आपने पीछे अखबारों में पढ़ा होगा कि कुछ महीने पूर्व हमारे जो जहाज निकल गये, चले गये और उनका कोई पता नहीं चला । मैं चाहता हूं लाइट हाउसेज के अभाव में दिशा का ज्ञान नहीं हुआ और वे कहीं चले गये । इस पर जहाज वालों को तो मुआवजा मिल गया लेकिन जो हमारे उसमें कर्मचारी थे, 40–50 के करीब थे उनको कोई मुआवजा नहीं मिला । इसका मुआवजा उनको मिलना चाहिए था । मैं यह भी कहना चाहता हूं कि हमारे समुद्र के किनारे जो लोग रहते हैं, बहुत से मछुआरे हैं वे समुद्र में बहुत दूर-दूर तक चले जाते हैं । हमारे मछुआरों की यही रोजी-रोटी है । लाइट हाउसों के बढ़ने से उनको भी सुविधा होगी । अभी लाइट हाउस सिर्फ 5–6 जगह हैं, कोस्टल एरियाज में लाइट हाउसों की संख्या बढ़ाने की कोशिश करें ताकि जो उनमें लगे हुए लोग हैं उनको भी फायदा हो सके । इन्हीं शब्दों के साथ मैं इस विधेयक का समर्थन करता हूं ।

श्री जगदम्बी प्रसाद यादव (बिहार): उपसभाध्यक्ष महोदया, दीपावली पर जो हम जमीन पर तपसी या ज्योतिमय कहते हैं लेकिन समुद्र में प्रकाश-स्तम्भ पूरा प्रकाश नहीं कर सकते । इसके साथ ही मंत्री जी से जानना चाहूंगा कि उन दो जहाजों के बारे में प्रकाश डालें जो प्रकाश के अभाव में समुद्र में खो गये और जिन का पता नहीं चल रहा है । देश और समाज यह जानना चाहेगा, अपने ज्ञान से वे इस पर प्रकाश डालें ।

रेल मंत्री जी परिवहन मंत्री बने तो रेल में रोज किराया बढ़ता है, उन्होंने देखा होगा कि बहुत दिनों से आमदनी का जो सोर्स है उस में ढेर-सा रुपया है और सेलिंग शिप का किराया 6 पैसे है, इसलिये यहां बढ़ाने की गुन्जाइश बहुत है । मंत्री जी ने नहीं बताया कि जो पैसा बढ़ाया जायेगा उससे लाभ क्या होगा । मैं जानना चाहता हूं कि आप प्रकाश स्तम्भ में माडर्नाईजेशन क्या कर रहे हैं । हम बीसवीं शताब्दी में हैं और हमारे प्रधान मंत्री जी 21वीं शताब्दी में जाना चाहते हैं । हमारे देश में और दूसरे डेवेलप्ड देशों में जो प्रकाश-स्तंभ हैं उनमें क्या डिफरेंस है ? वहां माडनाईजेशन है, हमारे यहां माडनाईजेशन नहीं है, एम्पलाईज में कमी है और प्रकाश-स्तम्भ के संचालन में जो विशेषज्ञता चाहिये वह मुझे लगता है हमारे यहां नहीं है । उसके लिये प्रशिक्षण व्यवस्था और शिक्षण व्यवस्था और जानकारी पर्याप्त नहीं है ।

मछुआरे कभी-कभी डाइरेक्शन भूलते हैं और प्रकृति के प्रकोप के समय डाइरेक्शन भूलना उनके जीवन के लिये, नौका के लिये और सामान के लिए खतरनाक साबित होता है । कभी बंगाल की खाड़ी में, कभी दूसरे समुद्र में मछुआरों की नौकाएं

डूबती और खोती रहती हैं । मैं चाहूंगा कि उस पर भी कुछ प्रकाश डाला जाए । ऐसा हो तो लोगों को इसकी उपयोगिता मालूम हो और लोगों को लगे कि इसमें खूबी है ।

प्रकाश-स्तम्भ में डिसटर्ब क्या होता है, बाधायें क्या होती हैं, यह भी देश की जनता को नहीं मालूम । मंत्री महोदय को भी शायद ही यह जानकारी नहीं इसी लिये उन्होंने इस पर कोई प्रकाश नहीं डाला । लेकिन प्रकाश स्तम्भों के विकास और वृद्धि से सेलिंग शिप्स, लोकल जहाजों और मछुआरों को सुविधायें हो जाती हैं । इसकी आवश्यकता डिफेंस को होती है । हमारे देश में समुद्र का बहुत बड़ा हिस्सा है और प्रकाश-स्तम्भ पांच ही जगहों पर हैं । डिफेंस के लिये और जहाजों के आयात के लिये प्रकाश-स्तम्भों की बहुत उपयोगिता है । इस पर हमारे परिवहन मंत्री ने विचार किया है या नहीं मैं नहीं जानता । दोनों दृष्टिकोणों से मछुआरों के मछली पकड़ाने के लिये और आने वाले समय में मछली के उत्पादन में जो क्रांतिकारी परिवर्तन हो सकता है उसके लिये भी फिर लोकल शिप्स जो हैं, जिन का किराया बढ़ाया गया है और उन की सुविधा के लिए और सेलिंग शिप्स की सुविधाओं के लिये और सबसे महत्व की बात इस मे डिफेंस के बारे में है । आज कल हम लोग रोजाना हंगामा सुनते है पाकिस्तान के बारे में उस के बम का और हमारी और उस की झड़पें काश्मीर की सीमा पर और दूसरी जगहों में होती रहो हैं । तो ऐसी परिस्थिति में यदि युद्ध छिड़ जाय तो जितनी बड़ी हमारी समुद्र की सीमा है उस में हमारे समुद्र को लीड काइन्डली लाइट की तरह से प्रकाशित होना चाहिये । इस की हमें आवश्यकता पड़ेगी और हम जानना चाहते हैं कि हम इस के लिये समृद्ध हैं या नहीं ?

अंतिम बात यह है कि जो टैक्सेज हैं उनके कलेक्शन की स्थिति क्या है और उस की व्यवस्था क्या है । अभी तक दो, तीन वर्ष में क्या स्थिति रही है और इस विभाग के द्वारा जो सुधार आप करेंगे उस में क्या स्थिति बनेगी और जो कलेक्शन में वृद्धि होगी उस से जो इम्पलाइज इस में लगे हुए हैं उन को भी उस का कुछ हिस्सा मिलेगा या नहीं ? इस के अलावा इस बिल में जो प्राविजन्स हैं वे संपूर्ण हैं या नही । या इस बिल में और कहीं अधिक संशोधन की आवश्यकता है इस को देख लेना चाहिये । इस लिये मैं परिवहन मंत्री जी से निवेदन करूंगा कि वे इन सब बातों पर प्रकाश डालें ताकि सदन का और देश का समाधान हो ।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं ।

SHRI JAGESH DESAI (Maharashtra): Madam Chairperson, I am happy that the Transport Minister has brought this Bill in this session. Bansi Lalji is known for efficient administration and I am sure under his leadership this department also will improve.

Madam, there are three important amendments in this Bill. First of all, they have changed the definition of "ship". Now "ship" will also include a sailing vessel and light-dues, which is based on tonnage, will also apply to any vessel which is a sailing vessel. But I would like to know from the hon. Minister whether country-craft and boats which are being used by the fishermen will also be included in this definition of "sailing vessel." We are giving encouragement to the fishermen and I would like to know from the hon. Minister whether these dues which you are going to increase will also be chargeable from vessels which are being used by the fishermen or a cooperative society of the fishermen. If such vessels are also considered as "sailing vessels," then I would request the hon. Minister that the vessels which are being used by the fishermen or a cooperative society of the fishermen be exempted from these light-dues.

I am very happy that the hon. Minister has also brought in the amendment to increase light-dues. In 1976 the light-dues were Rs. 1.50 per tonne—that was the rate fixed then—and even that Rs. 1.50 was

[Shri Jagesh Desai]

the maximum and the dues could not exceed Rs. 1.50 per tonne; it could be loss. After 1976, within these ten years, maintenance costs also have increased and I am sure the hon. Minister will also have modern equipment in the lighthouses. And there should be one spare plant. If electricity fails, another plant should work. And that is why we have to see that on all the light houses such an equipment is there so that in case of failure of light in one equipment, the light is always there. Otherwise, the sailors and especially the fishermen will not be able to see the direction if the light house is not properly working.

Thirdly, I would like to say, one good thing he has done, he has plugged one loophole. Previously the cargo that was carried on the decks, was not taken in the tonnage. Now that is also to be added. The revenue was leaked. Now because of this Amendment, the Government will get some revenue from this. It is necessary that we have to mobilise resources wherever possible. Cargoes are carried by business people. That is why the fishermen should not be hurt.

With these words, I support this Bill. I am sure that the hon. Minister will see that fishermen are not charged the light-dues.

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): Shri Kalyanasundaram? Absent. Shri Ram Naresh Kushawaha.

श्री राम नरेश कुशवाहा (उत्तर प्रदेश): माननीय उपसभाध्यक्ष महोदया, मैं माननीय मंत्री जी जो बिल लाये हैं, उसका स्वागत करते हुए समर्थन करता हूं कि जो निर्माण और ब्रिज रास्ते में पड़ें और लाइट हाउस के आड़े आयें तो उनको हटाना अच्छा है, नहीं तो दुर्घटनायें हो जाती हैं ।

महोदया, यह लाइट हाउस केवल उन्हीं जगहों पर न रहें, मेरा मंत्री जी से अनुरोध है कि ऐसी जगहों पर भी लाइट हाउस बनायें जायें जहां पर मछुवारे मछलियां पकड़ते हैं । उन्हें कभी कभी प्रकाश नहीं मिलता जिसके कारण वे भटक जाते हैं और बडी बडी दुर्घटनायें हो जाती हैं । छोटी छोटी जगहों पर भी मछुवारों को सुविधा देने के लिये लाइट हाउस बनाने चाहिये । जैसे लखाली एक जगह है सुंदर वन में, 24 परगना जिले में जहां कि लगभग 2 हजार मछुवारे अपनी नावें लेकर मछली पकड़ने जाते हैं, लेकिन वहां लाइट हाउस की कोई व्यवस्था नहीं है और बराबर दुर्घटनायें होती है। इसी तरह से बहुत से स्थान अन्य जगहों पर होंगे जहां दुर्घटनायें लाइट हाउस न होने से होती हैं ।

तीसरी चीज जो मैं आपसे कहना चाहता हूं वह यह है कि अभी पीछे जो दो जहाज गायब हो गये थे, जिनके बारे में इस सदन में गंभीरता से बहस हुई थी, उन जहाजों के मालिकों ने अपराधी बुद्धि से उन जहाजो को जिनमें पानी भर रहा था भेजा । उनकी मंशा बहुत साफ थी कि जहाज डूब जायेगा तो उनको पूरा पूरा मुआवजा मिल जायेगा । लेकिन मंत्री जी के आश्वासन के बाद भी हमें पता नहीं उनका क्या हुआ । तो उस जांच का क्या हुआ और अपराधी बुद्धि से जो जहाज के मालिक जहाजों को डुबाया, उन्हें क्या मुआवजा दिया गया ? जो कर्मचारी लगभग 45 लोग उसमें मारे गये या लापता हो गये, उनके परिवार वालों को कोई मुआवजा आज तक नहीं मिला, और न कोई फैक्टस आपकी जांच के सामने आये हैं । मेरा आपसे अनुरोध है कि इस जांच का क्या परिणाम हुआ उसके बारे में बतायें और जो नाविक या जो कर्मचारी मारे गये थे डूब गये, उन के परिवार वालों को क्या मुआवजा दिया गया और उनके लिये क्या सरकार करने जा रही है, यह बतायें । इन्हीं चंद शब्दों के साथ मैं इस विधेयक का समर्थन करता हूं ।

4.00 P.M.

SHRI NAND KISHORE BHATT (Madhya Pradesh): Madam Vice-Chairman, the Lighthouses and other aids to navigation are vital for the shipping traffic and it is imperative that their function should in no way be allowed to be obstructed. I

must congratulate the Honourable Minister though late, he has come forward with very good but practical suggestions. The Bill. as it is, very innocuous. His suggetion and amendments are very simple. The first one is about improving financial position of the Lighthouses. The second one is that Lighthouses should in no way be allowed to be obstructed by trees, tall buildings etc.? Well, I fully appreciate the anxity of the Honourable Minister. All those hon. Members who spoke earlier have supported the Bill.

Madam Vice-Chairman, an hon. Member from the other side, was asking as to what is the rate being charged in other countries. He said that the rates being charged there are very high and the rate being charged in India is Rs. 1.50 per tonne and six paise per tonne respectively for cargo and passenger ships, which is very less. I think, Madam, if we charge less, we cannot improve the administration of Light-houses.

Madam, we are making rapid progress in almost all the directions. It is equally important that we cannot ignore the interest of our coastal area. We are having a very long coastline. We see newspaper reports that either our ships are lost or a number of vessels have disappeared. Why is it so? Because we do not have sufficient number of Lighthouses from which vessels can get proper direction.

It is necessary that we should extend all our support to the Honourable Minister for the measures that he has brought forward before this House. Madam, Vice-Chairman there are certain basic difficulties which a fisherman encounters. The fisherman who takes his vessel out is facing lot of hardships. Firstly they are due to lack of direction and less number of Lighthouses. Secondly, they do not have those facilities which fisherman of other coastal countries have. It is necessary that these Lighthouses should be modernised. It is also necessary that the staff employed in these Lighthouses should be trained and retrained on modern equipment.

I agree that the rate being charged should be increased. But I would like to know from the Honourable Minister as to how much arrears they have to collect and what steps he is taking to recover these arrears which have not been recovered so far. I think some drastic measures should be taken to recover these dues. The Estimates Committee has also gone into this aspect of the transport industry particularly regarding Lighthouses. I would also like to know from the Honourable Minister as to what steps he has taken to implement the recommendations of the Estimates Committee.

The number of employees in Lighthouses, I should say in all humility, is very less. The present strength has to be further augmented. This is a must for the efficient and smooth functioning of the Lighthouses. There has to be a regular establishment which should look after the interest of the employees. These employees should be given all those benefits which are being given to the employees in the industrial undertakings and part establishments.

An hon. Member from the other side had made a reference from the defence point of view. Certainly navigation is very important. From that stand, I think, whatever measures are necessary, I hope the Honourable Minister will take, and he will get unstinted support from the entire House. He was asking way these rates should be increased. Let us not forget the inflationary trends that we are passing through and administration also needs finance. After all, this department has to get its finance from the rates and the revenues. From this point of view, these have to be increased. It is a very important measure about removing obstruction. Trees are there. Within a radius of one kilometre, at least from sea-side, no trees, no obstruction should be there. No building should be constructed. I think, these are the essential measures which are necessary. With these words, Madam, I extend my full support to the Bill and hope that we will still not only improve, the existing lighthouses but, also will construct more lighthouses, looking to the vast coastal areas that we have on both eastern and western sides. Thank you.

SHRI YALLA SESI BHUSHANA RAO (Andhra Pradesh): Madam, Vice-Chairman, this Bill is proposed to enhance the fees for the ocean going ships and other sailing vessels in our ocean. There is nothing wrong to increase the fees. I welcome this. Up till now, the foreign companies and the Indian Shipping Companies are taking advantage of this meagre fee that is levied. Anyhow, the lighthouses are necessary for the maritime trade and also for defence. I do not know whether any shipping survey has been scientifically made in our ocean to find out where to build the lighthouses and what the strategic points are? This aspect, I request the Minister to enlighten. So, many lighthouses are necessary. Though these lighthouses may not be intended to benefit the fishermen in a way, they are useful. So, such lighthouses will guide our fishermen from depth in the mid-ocean. They go to ocean everyday. Hundreds of them die in mid ocean. So, I request the Hon'ble Minister that in order to guide the fishermen, lighthouses should also be built. That is also necessary. Moreover, my hon'ble friend, also suggested a mischievous definition of sailing vessel. I do not know whether the small boats will be included in the definition or not. I request the Hon'ble Minister to explain it or define it. At any cost, the boats can be excluded for the poor fishermen. Moreover, I want to know whether there are trained personnel; what the training facilities are for the lighthouses employees and whether the employees are specially trained for that purpose? It is necessary to have a scientific equipment in the lighthouse. As for as I know, there is one lighthouse at Vishakha patnam built on a hill. It is called Delphin's nose. It is better equipped. Still there is need for a more scientific improvement in that lighthouse. Likewise, in Andhra Pradesh which historically, has got trade links now, there are ports—some misused, some not used. Lighthouses are there. There is one at Kalingapatnam, Bhimpatnam, Kakinada and Machilipatnam. Previously there used to be much trade. There are some lighthouses which are not being used. I request the Hon'ble Minister to look into this aspect. If they can be put to use, it will be more profitable and encouraging for the fishermen and the maritime trade also. With these words, I welcome the Bill. Thank you. Madam.

SHRI S.W. DHABE (Maharashtra): Madam Vice-Chairman, I support the Bill, but it is not very clear and unless clarification is given by the Minister, it will not be proper to invest the Government with a blanket power of increasing the light-dues by notification. Up till now the rates were fixed by Parliament and by legislation. Now we are departing from it and section 10 is being amended by which the powers are given to the Central Government who may fix the rates by issuing a notification. Though there is a provision that it will be placed before Parliament, that cannot take the place of a legislation.

It has been stated in paragraph 5 of the Statement of Objects and Reasons:

> "The rate is not at all adequate to meet the cost of services which have to be rendered."

Now the Minister has not explained as to why it is not sufficient. My colleague has asked whether any dues have not been paid in the last three years by the shipping companies and shipping magnates. Dues are there. That is the impression. If that is so, then instead of making a recovery of the dues, it will not be proper to increase the light-dues.

Secondly, this rate which is to be prescribed has now been extended to a "sailing vessel". Now this term "sailing vessel" has a very wide connotation. I do not know whether it is refind in this Act, but it is not clear as to what is the meaning of a "sailing vessel". It can include anything which can sail on the sea and small boats will also be covered by it. Therefore, it is necessary that the Government must make it very clear as to what is the meaning of a "sailing vessel", and what type of vessels will be included in it.

I suggest, as my friend has said, that specially the cooperatives in the fishing industry in Bombay and Konkan areas and in other parts of the country should be exempted from this levy. It will promote

the formation of cooperatives by the poor fishermen. Otherwise it will act as a handicap for the development of cooperatives in Maharashtra State and elsewhere.

One more question is whether this is only a service organisation. I do not think that the lighthouse and other paraphernalia have to be maintained only by charging a levy. It is the responsibility of the Central Government to have proper lighthouse arrangements and to make arrangements suitable on the sea, not only from the defence point of view, but also for the safety of the cargo ships and the passenger ships. It is unfortunate that two cargo ships have recently sunk because there was no attempt by the management to save them. They were only interested in getting the insurance money; they did not care for the ships. It would, therefore, mean a great loss if we neglect our sea-shore security, which is connected directly with the lighthouses. In fact, I find that in the entire Seventh Five Year Plan, much importance is not given to the shipping industry as compared to air and other forms of transport. It has got the lowest priority. Naturally the railways and air transport have got more priority. So some important priority must be given to the shipping industry.

The problems have got to be solved on a satisfactory basis. There are a large number of complaints which we have received that the workers are not paid properly and that their number is very small. I would like to know from the Minister whether any complement has been fixed for employment in the lighthouse. It should be looked into as to how many workers are necessary, what are their salaries and why they are meagrely paid.

Lastly, I would appeal to him that this should not be connected only with the principle of services rendered, that is, to maintain it and give salaries out of the levies collected. It is the responsibility of the Centr Government to see that from the general funds, the lighthouses are properly maintained and adequate services are provided to the people, for the shipping industry and for those who are carrying on a profession on the sea. Though it is a welcome measure, I would request the Minister to clarify these points so that there are no doubts that the Government is making a step in the right direction and that business magnates are not profited by the increased levy.

SHRI BANSI LAL: Madam Vice-Chairman, this is a very simple Bill. Our lighthouses are among the most modern in the world and have won international acclaim for their design and performance. Shri J.P. Yadav mentioned about two ships. The light of a lighthouse is visible only up to 20 to 25 nautical miles whereas the two ships which had sunk were away by about 100 miles from the seashore...

श्री जगदम्बी प्रसाद यादव : डूब गये, पक्का है क्या ?

श्री बन्सी लाल : हम क्या बतायें ।

The CBI is investigating into the case. what happened in this case, whether it is true. The CBI is investigating it...

श्री जगदम्बी प्रसाद यादव : आप कह देंगे तो पक्का हो जायेगा ।

श्री बन्सी लाल : मैं कैसे कह सकता हूं । यह तो सी० बी० आई० बतायेगी ।

The power which the Government is taking is to ensure that the light of a lighthouse should be visible from the sea side. to ensure that for one kilometre towards the sea side there should be no high building and no high trees so that the lighthouse is clearly visible to the users. Shri Yadav said that there are only five lighthouses. No; there are 200 lighthouses, and if need be, we can have more even. Shri Barman mentioned about the Advisory Committee for Lighthouses. The Advisory Committee for Lighthouses includes two MPs, one from Rajya Sabha and another from Lok Sabha. As ragards employees, the employees are wellpaid and they are paid bonus also, and there is no difficulty with them. The location of the lighthouses is based on hydrographic surveys so as make shipping less hazardous and to ensure

[श्री बन्सी लाल]

safe navigation. A question was raised about compensation to crew. Compensation to crew has been paid in one respect that the owners had deposited the amount with the concerned authorities who will disburse the amount to the next of kin as per the regulations of the Merchant Shipping Act.

उस हिसाब से अगर कहा जाये तो यह पे कर दिया गया है । जहां तक पैसे का सवाल है हम डेढ़ रुपया प्रति टन चार्ज करते हैं । इंग्लैंड जैसे देश में 6 रुपये प्रति टन चार्ज करते हैं । हिन्दुस्तान में अभी भी हम सब से कम ले रहे हैं । इस में कोई किसी किस्म की खास बात नहीं है । यह सिम्पल बिल है एक तो रेट बढ़ाने के लिये और दूसरे लाइट को क्लीयर रखना है ।

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): The question is:

"That the Bill further to amend the Lighthouse Act, 1927 as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): We shall now take up the Clause-by-Clause consideration of the Bill.

Clause 2 to 9 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BANSI LAL: Madam, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE UNIT TRUST OF INDIA (AMENDMENT) BILL, 1985

THE VICE-CHAIRMAN (SHRIMATI KANAK MUKHERJEE): We shall now take up the next Bill, that is, the Unit Trust of India (Amendment) Bill, 1985.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHAN POOJARI): Madam, I beg to move:

"That the Bill further to amend the Unit Trust of India Act, 1963, as passed by the Lok Sabha, be taken into consideration."

Madam, as the honourable Members are aware, the Unit Trust of India was established in the public sector as a Corporation on the 1st February, 1964, under the Unit Trust of India Act, 1963. The main objectives of the Trust are to encourage savings and investment and to provide participation to all the unit-holders in the income, profits and gains accruing to the Trust from the acquisition, holding, management and disposal of the securities.

[The Deputy Chairman in the Chair.]

Madam, during the last 21 years of its operation, the Trust has achieved considerable growth in its area of activities. The gross sales under all the schemes of the Trust increased from Rs. 19 crores in 1964-65 to Rs. 756 crores during the year ended 30th June 1985. Similarly, the investible resources of the Trust under all the schemes increased from Rs. 25 crores in 1964-65 to Rs. 2,210 crores in 1984-85. The number of unit-holding accounts under all the schemes have also recorded a substantial growth from 1.31 lakhs in 1964-65 to 17 lakhs in 1984-85. Of this, the smaller unit-holders with an investment of ten thousand rupees and below account for 87 per cent. The investment in units provided complete safety, easy encashability and high returns to the unit-holders. A smaller investor can thus invest in units without any risk or loss of his capital. The Trust has also been able to give higher returns to the unit-holders by stepping up the dividend on its main scheme, namely, the Unit Scheme of 1964, from 6.1 per cent in 1964-65 to 14.25 per cent in 1984-85. The gross income of the Trust has increased from Rs. 1.53 crores in 1965 to Rs. 257.05 crores in 1985. The